To: TAC Funding & Programming Committee

Prepared By: Steve Peterson, Manager of Highway Planning and TAB/TAC Process

**Requested Action**
TAB requests that the technical committees forward a listing of key differences and technical feedback on the two Carbon Reduction Program funding options for TAB’s consideration in its selection of a final Carbon Reduction program of projects.

**Recommended Motion**
That the TAC Funding & Programming Committee forward to TAC the attached key differences and technical feedback on the Carbon Reduction funding options.

**Note**
At its October 19, 2022, meeting, the Transportation Advisory Board (TAB) will be providing policy direction on the creation of the base funding options, which may result in changes to the projects shown as funded in each option. Any direction from TAB will be shared at the October 20, 2022, committee meeting.

A listing of key differences and technical feedback on the Carbon Reduction Program options will be developed in the F&P meeting.

**Summary**
Two Carbon Reduction Program options (shown in green) were created for TAB’s consideration for each of the base Regional Solicitation “Midpoint” and “Bike/Pedestrian Heavy” options. One set of Carbon Reduction program options (Midpoint Carbon Reduction #1 and Bike/Ped Carbon Reduction #1) focuses on funding larger-cost projects in the Multiuse Trails and Bicycle Facilities application category and one set of options (Midpoint Carbon Reduction #2 and Bike/Ped Carbon Reduction #2) focuses on funding lower-cost projects in the Pedestrian Facilities and Safe Routes to School application categories. Technical committees are asked to produce a listing of key differences and other technical feedback for TAB’s consideration about each Carbon Reduction funding option.

**Background and Purpose**
The new federal Carbon Reduction Program is designed to fund projects that reduce transportation emissions, defined as carbon dioxide, from on-road highway sources. There is a wide array of federally-eligible project types including most transit, bike, pedestrian, carpooling, congestion pricing projects, vehicles/modes that lower emissions (EVs), and approaches that lower construction emissions.

TAB requested, and the Council Transportation Committee recommended allocating the 2023
and 2024 Carbon Reduction funds ($16M total) as part of the 2022 Regional Solicitation cycle. The direction received from the Council’s Transportation Committee and TAB was to put this funding towards the Bicycle and Pedestrian Facilities modal category given that these projects are eligible for the funding and also the high number of applications submitted. The Transit modal category projects are also eligible, however, almost all submitted transit applications are already funded through the base Regional Solicitation funding options. Roadway modal category projects are largely ineligible for the Carbon Reduction funding, except for Traffic Management Technologies.

Allocation of Carbon Reduction funds for 2025 and beyond will be discussed in 2023 pending completion of MnDOT’s required Carbon Reduction Strategy and input from Council climate related planning studies. This planning work will help determine the best use of these new federal funds.

In action item 2022-45, the Midpoint and Bike/Pedestrian-Heavy funding options are shown for TAB consideration in terms of spending the Regional Solicitation STP, CMAQ, and On-System Bridge funding. Whichever Regional Solicitation base option is selected, TAB will then need to determine how to distribute an additional $16M in Carbon Reduction Program funds. Based upon TAB and Council direction, two possible options were created for allocating the Carbon funds within the funding Bike and Pedestrian modal category:

- Option 1: Allocate funding primarily toward larger cost projects in the Multiuse Trails and Bicycle Facilities category (resulting in fewer funded projects)
- Option 2: Allocate funding primarily toward smaller cost projects in the Pedestrian Facilities and Safe Routes to School categories (resulting in more funded projects).

A list of key differences and other technical feedback from the two technical committees will be forwarded to TAB to help in their decision-making and selection of a final Carbon Reduction program of projects in November.

**Relationship to Regional Policy**

The Infrastructure Investment and Jobs Action (IIJA) created the Carbon Reduction Program, which is meant to fund projects that help reduce carbon output. That has provided the Council with $8M per year for fiscal years 2023-2027. Given the limited time to develop a new allocation process focused on carbon reduction and the need to spend 2023 and 2024 funds, the Council and TAB advised that the funds be awarded to bicycle and pedestrian projects submitted to the Regional Solicitation. How to distribute 2025-2027 funds will be discussed and addressed in 2023 by the TAB and Council, pending completion of MnDOT’s required Carbon Reduction Strategy and climate related planning studies.

**Routing**

<table>
<thead>
<tr>
<th>To</th>
<th>Action Requested</th>
<th>Date Scheduled / Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAC Funding &amp; Programming Committee</td>
<td>Review &amp; Provide Feedback</td>
<td>October 20, 2022</td>
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<tr>
<td>Technical Advisory Committee</td>
<td>Review &amp; Provide Feedback</td>
<td>November 2, 2022</td>
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<td>Transportation Advisory Board</td>
<td>Review &amp; Approve</td>
<td>November 16, 2022</td>
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<td>Review &amp; Recommend Concurrence</td>
<td>November 28, 2022</td>
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<tr>
<td>Metropolitan Council</td>
<td>Review &amp; Concur</td>
<td>December 14, 2022</td>
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<tr>
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<td>Applicant</td>
<td>County</td>
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</table>
| 1    | Eden Prairie | Hennepin | Eden Prairie | Regional Bikeway Project | $2,426,400 | $1,097,200 | $2,700,000 | $1,097,200 | 2026-2027 | $2,700,000 | $1,644,800 | $4,344,800 | 252 | 96%
| 2    | Eden Prairie | Hennepin | Minnetonka | 7th Ave & Faris Road Bikeway | $2,426,400 | $1,097,200 | $2,700,000 | $1,097,200 | 2026-2027 | $2,700,000 | $1,644,800 | $4,344,800 | 252 | 96%
| 3    | Eden Prairie | Hennepin | Minnetonka | Southdale Trail: SW 70th & W 70th | $2,426,400 | $1,097,200 | $2,700,000 | $1,097,200 | 2026-2027 | $2,700,000 | $1,644,800 | $4,344,800 | 252 | 96%
| 4    | Eden Prairie | Hennepin | Minnetonka | Colombia Trail: Stillwater | $2,426,400 | $1,097,200 | $2,700,000 | $1,097,200 | 2026-2027 | $2,700,000 | $1,644,800 | $4,344,800 | 252 | 96%
| 5    | Eden Prairie | Hennepin | Minnetonka | Excelsior Trail: W 7th & W 70th | $2,426,400 | $1,097,200 | $2,700,000 | $1,097,200 | 2026-2027 | $2,700,000 | $1,644,800 | $4,344,800 | 252 | 96%
| 6    | Eden Prairie | Hennepin | Minnetonka | Excelsior Trail: W 7th & W 70th | $2,426,400 | $1,097,200 | $2,700,000 | $1,097,200 | 2026-2027 | $2,700,000 | $1,644,800 | $4,344,800 | 252 | 96%
| 7    | Eden Prairie | Hennepin | Minnetonka | Excelsior Trail: W 7th & W 70th | $2,426,400 | $1,097,200 | $2,700,000 | $1,097,200 | 2026-2027 | $2,700,000 | $1,644,800 | $4,344,800 | 252 | 96%
| 8    | Eden Prairie | Hennepin | Minnetonka | Excelsior Trail: W 7th & W 70th | $2,426,400 | $1,097,200 | $2,700,000 | $1,097,200 | 2026-2027 | $2,700,000 | $1,644,800 | $4,344,800 | 252 | 96%
| 9    | Eden Prairie | Hennepin | Minnetonka | Excelsior Trail: W 7th & W 70th | $2,426,400 | $1,097,200 | $2,700,000 | $1,097,200 | 2026-2027 | $2,700,000 | $1,644,800 | $4,344,800 | 252 | 96%

**Note:** Project and related federal congressionally directed funding for projects engineering.
### Bike/Ped Reduction

#### 1. Bike/Ped Reduction w/ Reduction

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<tr>
<th>Rank</th>
<th>ID</th>
<th>Applicant</th>
<th>County</th>
<th>City</th>
<th>Project Name</th>
<th>Midpoint w/ Opt 1</th>
<th>Midpoint w/ Opt 2</th>
<th>Bikes/Ped Heavy w/ Opt 1</th>
<th>Bikes/Ped Heavy w/ Opt 2</th>
<th>Requested Program Year</th>
<th>Federal Requested</th>
<th>Local Match</th>
<th>Total Proc Cost</th>
<th>Federal Completion</th>
<th>Total Scores</th>
<th>% of High Score</th>
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### Carbon Reduction

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Locations of 2022 Regional Solicitation Projects

MidPoint Carbon Option 1

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships

Miles

0 5 10 15 20

- Roadway Projects
- Transit Projects
- Bicycle and Pedestrian Projects
Locations of 2022 Regional Solicitation Projects

MidPoint Carbon Option 2

- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships
- Roadway Projects
- Transit Projects
- Bicycle and Pedestrian Projects

Miles
Locations of 2022 Regional Solicitation Projects

Bike Ped Heavy Carbon Option 1

- Roadway Projects
- Transit Projects
- Bicycle and Pedestrian Projects

Interstate Highways
Other Major Highways
Counties
Lakes and Rivers
Cities & Townships
Locations of 2022 Regional Solicitation Projects

Bike Ped Heavy Carbon Option 2

Map showing the locations of various projects in the region, including Interstate Highways, Other Major Highways, Counties, Lakes and Rivers, Cities & Townships, Roadway Projects, Transit Projects, Bicycle and Pedestrian Projects.